

A high share of cycling in the modal split offers great benefits for the accessibility, livability and livelihood of the Zuidas. In the Zuidas, the prospects for a high share of bicycle use are excellent. But the increase in car traffic and the increasingly densely-built area form a significant threat to the safety and comfort of cyclists as well as the flow of all forms of traffic.

In order to better accommodate the growing numbers of cyclists, the Zuidas needs more bicycle facilities (both routes and parking) while the growth of car traffic should be restricted.

The Fietsersbond's most important recommendations:

The Network of Cycling Routes

1. The cycling network should become more densely meshed. The current mesh size is (much) larger than the recommended 300 meters (with the A10 being the important bottleneck).
2. The bicycle routes must be direct, safe, fast and comfortable.
3. Distinguish untangled routes (i.e. those with no or little car traffic and a minimum of barriers) from routes along major roads with destinations. Both types are necessary, but the expansion of the cycling capacity needs to be based primarily on untangled routes. The two most important untangled routes are the Groene Zoom route (between Beatrix Park and IJsbaanpad; © in map below) and the Minerva Axis (running north-south through the heart of the Zuidas; ⑤ in map below).
4. The reconfiguration – since 2013 – of the Groene Zoom route at Beethovenstraat from the underpass to the level street crossing has caused danger, discomfort and delays for cyclists. In addition, the recent detour through Prinses Irenestraat has created serious bottlenecks. These examples suggest that lowering Strawinskylaan will be a major setback for cyclists in the heart of the Zuidas. Therefore, the existing plan for lowering Strawinskylaan should be replaced by a new one that retains the safety, flow and comfort of the cyclists.
5. The obvious link between Minervalaan and Mahlerplein should become an exemplary untangled cycle route through the heart of the Zuidas. As long as such a main route cannot be realized, bidirectional bike paths are mandatory on the roads around the Amsterdam Zuid train station (Strawinskykaan, Beethovenstraat, Mahlerlaan, Parnassusweg).
6. In many places, bidirectional bike paths are necessary along the major roads in order to achieve a good flow and an easy access to destinations. The absence of bidirectional bike paths will result in danger, discomfort and delays for cyclists. Therefore, existing bidirectional bike paths should not be eliminated.
7. All plans for the Zuidas should include a proper traffic study in which the networks for cyclists and pedestrians are a priority. Traffic studies for projects in the Zuidas should explicitly address the needs of cyclists and question how the projects will affect bicycle traffic.
8. The planned new passage for slow traffic under the A10 motorway at Vivaldistraat will contribute to the necessary refinement of the bicycle network. Therefore, the building plans along the Vivaldistraat must take into account the space needed for this planned bicycle route.
9. Increasing the number of North-South cycle routes between Buitenveldertselaan and Amstelveenseweg should be a priority as should an East-West cycle route (as unbundled as can be) between the De Boelelaan and the A10 (the Mahler route).
10. Attractive through routes in the Zuidas, as well as good links to (long-distance) cycling routes to surrounding areas, should be preserved and improved upon in order to facilitate long distance cycling.

Bicycle Parking

11. Meet bicycle parking needs and ensure adequate management.

Parking at Public Transportation Hubs

12. Distribute bike parking facilities among various entrances which can be accessed from all directions (at Amsterdam Zuid station and also on Beethovenstraat) and design a smooth passage between the bike parking areas and the station platforms.

13. Develop a reliable and robust referral system to indicate available bike parking locations.

14. Make the cycling routes around Amsterdam Zuid station bidirectional so cyclists can flexibly access available bike parking locations.

Parking in Residential and Commercial Areas

15. Not only the government, but also those who generate a demand for bike parking (businesses, home builders, railways) are (financially) responsible for bicycle parking facilities.

16. (Indoor) bicycle parking facilities must be at least as accessible as parking garages are for cars.

Ambitious and International

17. Promote bicycle usage in the Zuidas and discourage car usage.

18. Allow the Zuidas to profile itself worldwide as a leader in sustainable mobility in a highly-urbanized area and give the bike an important role in championing sustainability.

Work together with Zuidas businesses and institutions in order to accomplish this.

Map of bicycle routes in Zuidas



Legenda

- green route** untangled route with no or little car traffic and a minimum of barriers
- brown route** route along major road with destinations
- pink route** route on wish list (dotted if non-existent or out of order)
- route** potential untangled route (D en E on the map)
- dotted route** not (yet) realized of temporary out of order